The Hongkong Telegraph.

N°. 2208. FRIDAY, APRIL 12, 1889. SIX DOLLARS PER QUARTER

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000.
RESERVE FUND 4,300,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000

COURT OF DIRECTORS :—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.

Hon. J. BELL-IRVING. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
T. E. DAVIES, Esq. | L. POESNECKER, Esq.
J. F. HOLLIDAY, Esq. | N. A. SIEBS, Esq.
Hon. B. LAYTON. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—G. E. NOBLE, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS :—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 8th March, 1889. [8

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS :
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
10] HONGKONG BRANCH.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3 ; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889 [9

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885 [24

Auctions.

GOVERNMENT NOTIFICATION, No. 159.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 15th day of April, 1889, at 5 P.M., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 6th April, 1889 [430

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of April, 1889, at 5 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Rural Building Lot No. 74	Magazine Gap	493 feet.	393 feet.	212 feet.	253 feet.	98,900	$60	$9,800

PARTICULARS OF THE LOT.

GOVERNMENT NOTIFICATION, No. 160.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

WEDNESDAY,

the 17th day of April, 1889, at 5 P.M., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 6th April, 1889. [431

Particulars of the letting by Public Auction Sale, to be held on WEDNESDAY, the 17th day of April, 1889, at 5 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Rural Building Lot No. 75.	Plantation Road, (near the Tramway).....	160 feet.	160 feet.	80 160 feet.	80 160 feet.	39,000	$10	$3,000

PARTICULARS OF THE LOT.

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARETS, BURGUNDY, HOCKS, CHAMPAGNES, BRANDIES, WHISKIES.
"EMPIRE" ALE and STOUT.
MACHINERY, GAS ENGINES, "EMPIRE" LUBRICATORS.
SINGER'S SEWING MACHINES.
COOKING STOVES, SCALES.
PAINTS, OILS and VARNISH.
BICYCLES and TRICYCLES.
JUVENILE VELOCIPEDE HORSES and TRICYCLES.
BICYCLE WHEELS for JINRICKSHAS.
SODA WATER MACHINERY.
JEVE'S SANITARY COMPOUNDS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 29th September, 1888. [11

Intimations.

A. HAHN,

PIANO TUNER AND REPAIRER.

ON HIRE PIANOS FOR SALE

Address: c/o HONGKONG HOTEL or No. 26, CAINE ROAD.

Hongkong, 24th December, 1888. [37

W. BREWER.

HAS JUST RECEIVED THE FOLLOWING NEW SONGS.

THE Boys are Ready.....Moir.
Summer Love Dream Cowen.
Gondola Waits Guy.
Only this Once Kellie.
Norman's Tower Lohr.
Love Gift Woolf.
Promise of Years.....Rodney.
Song from Heaven.....Coven.
Our Dear Old Home.....Watson.
The Halls of Memory Woolf.
Another World.....Lohr.
Who Was It.....Roeckel.
Dear Old Thames Warner.
Vote for Cupid Barri.

Sweet Sympathy.....Roeckel.
Sea Birds' Message.....Watson.
Country Dance Roeckel.
Shining Portals Shaw.
Angelus of Old Rodney.

Also,
New Dance Music, New Violin Music.
Hamilton's Instructor for Piano.
Henry's " " "
Henry's " " "
Tutors for Brass Instruments.
" " String "
Good Iron Frame Pianos, Cheap.
Pianos on monthly Purchase System.

Hongkong, 23rd March 1889 [105

KELLY & WALSH, LD.

RECENT WORKS RELATING TO CHINA AND JAPAN.

REIN'S INDUSTRIES of JAPAN.
Dyer Ball's How to Speak Cantonese.
Dyer Ball's How to write Cantonese.
Dyer Ball's Cantonese made easy.
Dyer Ball's How to write the Radicals.
Dyer Ball's Easy sentences in Cantonese.
Dyer Ball's English and Chinese Vocabulary.
Giles' Chinese without a teacher.
Giles' Chuang Tse-Taoist Philosopher.
Carle's Life in Corea.
Howarth's History of the Mongol.
Little's Through the Yangtse Gorges.
James' Manchuria.
Boulger's History of China, 3 vols.
Mrs. Gordon Cumming's Wanderings in China.
The Curse of Koshin by Hon. Lewis Winfield.
William's Middle Kingdom, 2 vols.
Giles' Strange Stones from a Chinese Studio.
Balfan's Notes from my Chinese Scrap Book.
Ng Shan's Book of Chinese Games of Chance.
Oxenham's Historial Atlas of China.
Beal's Life of Hiuen Tsiang.
Dragon, Image, and Demon or the Three Religions of China, by H. C. du Bose.
Dr. Eitel's Three Lectures on Buddhism.
Dr. Eitel's Hand Book of China Buddhism, being a Sanskrit-Chinese Dictionary with vocabularies of Buddhist-Terms.
Hepburn's New Japanese Dictionary.
Japanese Stories for Children with native illustrations.
Collection of Japanese Koko Music.
Hughes' Among the Sons of Han.
Colquhoun's Across Chryse.
Colquhoun's Among the Shans.
Colquhoun's The Opening of China.
Brereton's Truth about Opium.
General Mesny's Tonquin.
Colquhoun's Truth about Tonquin.
Parker's Chinese account of the Opium War.
Wade's Tzu Eh-chi, New Ed.

Steven's Around the World on a Bicycle, (the chapters relating to China and Japan are very interesting.)

Agents for the Publications of the Imperial Chinese Maritime Customs.

Hongkong, 16th March, 1889 [7

THE

HALL & HOLTZ C. CO., LIMITED.

ART DECORATORS AND HOUSE PAINTERS.

DADO'S, FRIEZES, BORDERS, and FLORAL DECORATIONS, in NEWEST TINTS and LATEST HOME STYLES for PRIVATE HOUSES, OFFICES, & PUBLIC BUILDINGS.

DESIGNS and ESTIMATES on APPLICATION to the MANAGER.

—(o)—

HIGH CLASS ART FURNITURE,

SPECIALLY MANUFACTURED AND GUARANTEED FOR THIS CLIMATE.

OUR NEW AND EXTENSIVE SHOW ROOMS,

NOW OPEN FOR INSPECTION.

The HALL & HOLTZ CO-OPERATIVE COMPANY LTD.

Hongkong, 23rd March, 1889. [26

LANE, CRAWFORD & CO.

HAVE NOW UNPACKED THEIR NEW STOCK OF

SUN HATS AND HELMETS AND STRAW HATS.

LANE, CRAWFORD & Co.

Hongkong, 3rd April, 1889 [28

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

HAVE RECEIVED THEIR SECOND DELIVERY
OF
WINTER COATINGS TWEED, and DRESS SUITING, TROUSERINGS and ULSTER TWEEDS.
A very stylish selection.
OUR OUTFITTING STOCK IS ALSO COMPLETE IN SEASONABLE GOODS.
QUEEN'S ROAD (Opposite HONGKONG HOTEL.)

Hongkong, 14th January, 1889 [88

W. POWELL & CO.

EX "GLENSHIELS."



LADIES', GENTLEMEN'S AND CHILDREN'S
BOOTS AND SHOES.



Victoria Exchange, Hongkong, 12th April, 1889. [6

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "MOGUL,"
FROM GLASGOW, LIVERPOOL, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 16th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 9th April, 1889. [413

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"PHRA CHULA CHOM KLAO,"

Captain A. Benson, will be despatched for the above Ports, TO-MORROW, the 13th instant, at 10 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 9th April, 1889. [437

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer

"AFGHAN,"

Captain Golding, will be despatched as above on MONDAY, the 15th inst., at 4 P.M.

Fare to Sydney or Melbourne $150.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 8th April, 1889 [370

SAILING VESSELS.

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. German Bark

"PAPA,"

Henne, Master, shortly expected, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 10th April, 1889. [439

FOR NEW YORK.

THE 3/3 A. I. I. American Bark

"TEWKSBURY L. SWEAT,"

Gooding, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 10th April, 1889 [440

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"AGENOR,"

Lothrop, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 10th April, 1889. [441

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE ;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 24th inst., at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full ; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows :—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent

Hongkong, 9th April 1889. [7

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS ; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 14th day of April, 1889, at 10 A.M., the Company's Steamship "PREUSSEN," Capt. C. Pohle, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 1 P.M., on the 13th of April, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th March 1889. [4

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"

will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 16th April, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day ; all Parcel Packages should be marked to address in full ; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 1st April 1889 [1

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA"

2,553 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C., *viâ* NAGASAKI, KOBE and YOKOHAMA, (passing through the INLAND SEA) on THURSDAY, the 25th April, at NOON.

To be followed by the S. S. "PORT AUGUSTA" on the 9th May and S. S. "PARTHIA" on the 23rd May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :—
To Vancouver and Victoria...(Mex.)$160.00
To all Common Points in Canada and the United States 230.00
To Liverpool..... 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 24th April.

All Parcels must be sent to our Office and should be marked to address in full ; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 11th April, 1889 [33

Intimations.

DAKIN

BROTHERS,

DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

QUEEN'S ROAD.

DAKIN BROTHERS'

LIME FRUIT CORDIAL.

THIS is a preparation of the best and purest Lime Juice, and it makes a most delicious cooling beverage entirely free from alcohol. It may be taken either by children or adults as the most wholesome and grateful drink for all seasons.

Sold in Quart Bottles.

(Telephone No. 60.)

Hongkong, 1st April, 1889. [31

A. S. WATSON & CO., LTD.,

Established A.D. 1841.

WATSON'S

PATENT DESSICATING OR DRYING BOTTLES.

A. S. W. & Co. beg to call attention to their new PATENT DRYING BOTTLES which have been specially designed and manufactured for them.

By the use of these bottles, CIGARS as well as ALL GOODS which are susceptible to the destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is surcharged with moisture these bottles will be found invaluable.

THE HONGKONG DISPENSARY.

Hongkong, 4th April, 1889. [5

DEATH.

On the 6th February, at Taunton Place, Regent's Park, ANNIE LAURIE, wife of John Sherren Brewer, Government Marine Surveyor, Hongkong. [456

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 12, 1889.

TELEGRAMS.

(From *Straits Times*.)

THE NETHERLANDS.

LONDON, April 3rd.

The Chambers have decided that a Regency is necessary.

The Council of State exercises the Royal power until the appointment of a Regent.

The Medical bulletin states that the King is slowly becoming weaker.

THE PARNELL COMMISSION.

The Commission reassembled yesterday, and Sir Charles Russell opened the case for the defence.

LOCAL AND GENERAL.

TWELVE shopkeepers were fined $10 each this morning for having injust scales.

THE first newspaper in the world was published in Nuremberg in 1457 and was called *The Gazette*.

IT is said that collodion dissolved in alcohol and applied with a soft brush will prevent silver from becoming tarnished.

ELECTRIC-HEAT indicators for preventing spontaneous combustion in ships' cargoes are being generally introduced.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE case of Heighington *v.* Watts, in which the former, an assistant in Dakin Bros. of China, Limited, sued the latter, who is local manager of that Company, for $1,000 as damages for illegal arrest and false imprisonment, was called in the Supreme Court this morning before Mr. Justice Clarke. An amicable arrangement had, however, been arrived at, the defendant agreeing to pay $250 as damages, with plaintiff's costs. Mr. J. F. Webber appeared for the plaintiff, and Mr. A. P. Stokes for the defenant.

THERE was another capital attendance at the Theatre Royal, City Hall, last night, the principal attraction being Miss Amy Sherwin as *Amina* in Bellini's well known opera "La Sonnambula." Miss Sherwin gave a most successful impersonation of the character, frequently eliciting applause by her admirable vocalisation. Miss Minna Fischer doubled the parts of *Teresa* and *Lena*, doing ample justice to both; while Mr. Stockwell sang well as *Elvino* and Mr. Arthur Sherwin was very successful as *Count Rodolph*. The opera was preceded by a short *olio*, in which Miss Fischer and Messieurs Stockwell, Sherwin, Clutsam, and Lemmone gained the hearty appreciation of the audience. To-morrow the Company will represent Balfe's ever popular opera "The Bohemian Girl," in which they will be assisted by Mr. H. H. Lightwood, Mr. W. E. Crow, and other local amateurs.

THERE will be a game of Polo (weather permitting) at Causeway Bay, at 4.30 p.m. to-morrow.

BY a printer's error in our yesterday's report of the discovery of a valuable lode at the Tamchow mines, the yield of silver is put at $1,600 instead of $16,000 per ton.

THE Superintendent of the P. & O. S. N. Co. courteously informs us that the steamship *Clyde*, with the next English mail, left Singapore for this port at 5 p.m. on the 10th inst.

NICOTINE is one of the most powerful of the known nerve poisons. It is as virulent as prussic acid. There is no substance known can counteract its effects; the system either succumbs or survives according to its resisting power.

THE following account of "A man overboard" from the mail steamer *Sachsen*, by an eye witness, appears in Singapore *Free Press*:—While the Imperial German mail steamer *Sachsen* was on the passage to this port from Singapore, a Singhalese jumped overboard about 7 o'clock in the morning. The steamer was making over 14½ knots an hour at the time, and was just on the verge of a tropical squall which shortly afterwards passed over the vessel. Almost simultaneously with the man striking the water the officer on watch detached a life-buoy, and another life buoy was cut away from the stern within a few seconds afterwards. The engines had in the meantime been reversed from full speed ahead to full speed astern, making the huge vessel tremble throughout her length and causing no little consternation among the passengers. The opportunity now presented itself of seeing what could be done in the way of saving a man from a vessel rushing along at such a velocity, and as will afterwards be seen the sequel was highly satisfactory. Before the steamer had quite deadened her way the port quarter boat, in charge of the 4th officer, was pulling quickly in the direction of the life buoys, while a look-out from the mast-head indicated the direction in which to steer. Meanwhile the engines were again started slowly ahead and the vessel pointed for the spot where, with the aid of good glasses, the man could be seen struggling in the water; faster and faster the little boat dashed onwards until suddenly the oars were backed, and the hoarse shout that came across the waters told those on board that the poor fellow had been rescued. Within a few minutes he was safely lodged in the ship's hospital, where under the skilful treatment of Doctor Valentiner he speedily recovered consciousness. And now let me state what struck onlookers most in connection with this thrilling incident, namely the entire absence of disorder of any kind. The men mustered at their stations with alacrity, but without betraying any excitement, which might even have been mistaken for callousness, but it was quickly seen that they were nevertheless thoroughly in earnest, and perfect discipline was everywhere observable. Thirty-five minutes exactly elapsed from the time the *Sachsen* stopped until she was careering on again at full speed ahead, and the result is in the highest degree creditable to Captain von Goessel, his officers and crew, and speaks volumes for the high standard of efficiency of the G. L. steamers.

READERS of the newspapers published in the Philippine Islands are apt to imagine that the religious and political intolerance with which they are so deeply impregnated must be part and parcel of the laws of the Press in vogue in the Spanish Peninsula. A slight acquaintance with the organs of public opinion of Spain is sufficient to dispel such a misconception. The last mail brought us two Spanish papers of very pronounced liberal views—*Las Dominicales* of Madrid, and *La Solidaridad*, of Barcelona. Both of these journals deal with with the affairs of the Philipine Islands in a very independent manner, and uniformly condemn clerical interference in the administration of those Islands. The *Dominicales*, in an editorial headed "*Piedad para Filipinos*," says: "Cast, oh, Spaniards, a pitiful glance over the Philippines, and you will see the unfortunate Indian down on his knees, with arms outstretched towards Spain, asking us for mercy and redemption. What is taking place in the Philippines is really incomprehensible; it is an insult to reason, and a mockery at the nineteenth century. The very thought of it is sufficient to make one blush for shame. Grosser turpitude, viler infamy, cannot be found anywhere else. . . . What have men transformed those beautiful Islands into? what has Spain done to them? An immense monastery, a land of desolation, poverty, and misery; a huge cemetery of souls. . . . To entrust a community of monks with the management of a vast territory is an enormity and a scandal that surpass comprehension. It is only by aggregating all the darkness that reigns in the universe all the nights of the mind and of history, it is only from the wedlock of Germanic barbarism with Roman barbarism, of Austrian despotism with clerical absolutism, of the Hapsburgs with the Torquemadas, that such a monster could have been engendered. On the night of so sinister nuptials, all the ghouls, phantasms and evil spirits must have held high revelry. All the laws of nature and of history have been violated by this disgraceful consummation."—The *Solidaridad* says:—To talk of the Philippines without mentioning the friar is like talking of Spain without reference to its Frascuelos, and its bull-fights. As these entities and institutions depict the physiognomy of the Spanish people, so the friars represent the constitutional anæmia of the Philippine provinces. They like so many absorbent parasites which destroy the organic, social, and moral life of the Malay peoples. The friar is the all-powerful factor of the nothingness, the backwardness, and the misfortune which reign in those Islands. Although they hold in their hands the values of knowledge, of science, and morality, they teach by means of fanaticism, instruct by prejudice, and educate by prostitution. It is said that it is impossible to compete with the Chinese; we contend that modern life is an impossibility under the influence of the monks.

THE agents (Messrs. Adamson, Bell & Co.) inform us that the "Shire" Line steamship *Breconshire*, from London, &c., left Singapore yesterday for this port.

A NEW process for the production of aluminium steel has been invented by Brin Bros., London. It consists in melting pig-iron in contact with clay and a certain flux, the result being a sonorous incorrodible alloy, containing 1.75 per cent. of aluminium.

A CRICKET match between H.K. Cricket Club *v.* Navy will commence to-morrow at 11 sharp. The Club eleven is as follows:—T. S. Smith, (Capt.); Major Johnston, R.E.; E. M. Blair, R.E.; E. G. Young, R.E.; E. W. Maitland, Dr. Atkinson, Russell Stokes, S. L. Darby, Major Miles, R.A.; G. A. Bramwell, (58th); A. J. Campbell, (91st). Tiffin will be provided on the Ground.

AT the Police Court this morning Mr. Wodehouse had before him a divan-keeper in Hollywood-road, charged with having three mace of illicit opium. His Worship dismissed the case. Another man, with two and a half mace, was fined $5, and a third, who had three mace, was fined $10.—In the course of the first case Mr. Wodehouse, with some asperity, asked Mr. Spooner, the chief excise officer of the Opium Farm, why such petty cases as three mace were brought before him. Mr. Spooner replied that the reason was because the Farm was losing many thousands a month. We have previously commented upon the apparent sharp practice of the new Opium Farmers in tracing very petty smugglers, and we may again explain the reason of it. The present Farmers labour under considerable disadvantages. They pay a large increase on the rent formerly charged for the monopoly, whilst their output, unlike that of their predecessors, is restricted. In the Straits, where, comparatively, the Farmer obtains much better terms, the Government protects him to the utmost. Cases quite as trivial as those we mentioned are visited with fines of $50 and $100, for the Magistrates there realise how important and widespread the petty smuggling is. But here the Farmers are positively browbeaten for attempting to assert their power to prevent this smuggling, although unless they can do so they must continue to lose $15,000 or $20 000 a month, which goes to benefit the Colony and the army of smugglers. A much sterner hand in dealing with these three mace men is evidently needed.

LATE TELEGRAMS.

CAIRO, March 23rd.

An Arab Sheikh who has arrived from Omdurman declares that Senoussi has expelled the Mahdists and occupied Darfour and Kordofan. He also confirms the defeat of the Mahdists by Emin Pacha.

LONDON, March 23rd.

Colonel Hughes-Hallett, the Conservative member for the city of Rochester, has resigned his seat.

Colonel Euan-Smith is London for the purpose of conferring with Government. During his absence from Zanzibar the duties of the British Consulate will be carried on by Mr. Portal.

A deputation from the United Factory Workers of Lancashire waited upon Lord Cross yesterday to demand the assimilation of the Factory Laws of India and England. Lord Cross in reply said that he believed that the report of the Indian Government on the subject was on its way, and that he would thoroughly consider it when it came to hand; but that he must adhere to his previous openly declared principles.

Another Gladstonian Liberal candidate has been elected for the Gorton division of South East Lancashire, in place of Mr. Richard Peacock (Gladstonian Liberal) deceased, defeating Mr. Hatch, the Conservative candidate, by a majority of eight hundred and forty-six, which is three hundred and eight-nine votes more than Mr. Peacock polled at the last election.

CALCUTTA, March 25th.

Mr. Hart has left for Rinchagong to meet the Amban, who will probably return with him to Sikkim.

BERLIN, March 25th.

General opposition is arising in Germany against the proposed measures to be brought forward by Government to supersede the present Socialist Law, curtailing especially the liberties of the press.

LONDON, March 27th.

News has been received of the death of Mr. Guy Dawnay, who was gored to death by a wild buffalo in Masailand.

The Duke of Buckingham is dead.

BIARRITZ, March 27th.

Her Majesty the Queen accompanied by Princess Beatrice and Prince Henry of Battenberg went to San Sebastian to-day to visit the Queen of Spain. The meeting between their two majesties was of the warmest nature. The royal part drove in full state from the station to the palace, and afterwards to the town-hall, and hall, and were much cheered by the people along the route. The returned to Biarritz this evening.

THEISM v. REVELATION.

A CONTRAST AND A STUDY.

IV.

THE INSPIRATION OF THE BIBLE INTRINSICALLY CONSIDERED.

II.

THE FLOOD.

(*Continued.*)

2. *The Food and Provisions.*—The next thing to be considered is the food which had to be taken into the ark for the sustenance of all these animals—Gen. vi. 21.—"And take thou unto thee of all food that is eaten, and thou shalt gather it to thee; and it shall be for food for thee, and for them." The flood began in the "sixth hundred year of Noah's life, in the second month, the seventeenth day of the month." As Noah and his family went in seven days before the catastrophe and left the ark the six hundred and first year of his life, the 2nd month, and the 27th day of the month, they were in the ark for one year and 17 days. What a prodigious quantity of food would have been required for the consumption of such an immense living freight! Taking the elephant alone as an instance, it is known that it consumes 400 lbs of hay in 24 hours. As there are two species of elephants, the African and the Indian, there must have been 4 elephants in the ark, who would have required 300 tons of hay. There being 7 species of rhinoceros, 14 of these, at 75 tons each would consume 1,050 tons. The 2,473 clean beasts, could not have required less than 4,500 tons making a total of 5,850 tons. As a ton of hay occupies about 18 cubic yards; the quantity of hay required would fill 105,300 cubic yards of space, or more than the entire capacity of the ark! A vast quantity of grain, would be necessary for thousands of birds, rodents, marsupials, and other animals; and large granaries would be required for its storage. "What flesh, says Denton, would be needed for the lions, tigers, leopards, ounces, wild cats, wolves, bears, hyenas, jackalls, dogs, and foxes, martens, weasels, eagles, condors vultures, buzzards, falcons, hawks, kites, owls, as well as crocodiles and serpents! Not one but would eat its weight in a month, and some much more. A full-grown lion eats 15 lbs. of flesh in a day: there are two species of lions; and the four would eat 22,000 lbs. in a year. There would be, at least, 3,000 animals feeding upon flesh; and if we calculate that they averaged 2 lbs. of flesh a day, this would give a total of more than 2,000,250 lbs. of flesh to be stored up and distributed. And since dried, salted, or smoked meat would not answer, this flesh must have been taken into the ark alive. It would be equal to more than 30,000 sheep, at 75lbs. each; a great addition to the original cargo, and necessitating an extra quantity of hay for their food, till their turn came to be eaten." Add to this the fact that fish would be required for several animals, such as otters, minks, pelicans, etc., insects for the goat-suckers, fly-catchers, ant-eaters, etc.; fruit for the monkeys, plaintain-eaters, fruit-pigeons of the Spice Islands, etc., and we shall form an approximate idea of the utter impossibility of crowding all this cargo in the already trebly-crowded ark.

3. *How the animals were obtained.*—Then as to the manner of obtaining the immense number of animals for the ark. The fossil remains of ante-diluvian animals show that they were distributed over definite zones and centres, a change of climate acting in most cases fatally on them. Hugh Miller, in "Testimony of the Rocks," says: "We now know that every great continent has its own peculiar fauna; that the original centres of distribution must have been, not one, but many; further, that the areas or circles around these centres must have been occupied by their pristine animals in ages long anterior to that of the Noachian Deluge, nay, that in even the latter geologic ages they were preceded in them by animals of the same general type. There are fourteen such areas, or provinces, enumerated by the later naturalists. Thus the white bear is only to be found in the Arctic circle, the grizzly bear only in the vicinity of the Rocky Mountains in America, and most of the animals existing in Australia are inhabitants of that country only; the wingless birds of New Zealand are not to be found anywhere else, and the sloth and armadillo are confined to South America. How could the Noachian family gather together all these animals? Says Denton: "A vessel nearly as large as the *Great Eastern* must have been employed, or a number of smaller ones, to accommodate the collectors, the animals and food for a voyage across the Atlantic. There need have been, at least, a thousand men, wandering through the woods of Brazil, along the valley of the Amazon, the Orinoco and the La Plata; paddling up the streams, scaling the mountains, roaming over the pampas, climbing the tall trees, turning over every stone and log, and exploring every nook, to discover the snails, bugs, insects, worms, reptiles, and other animals indigenous to South America, from the Isthmus to Terra del Fuego."

As regards the attendance all these animals would have required inside the Ark, we may ask how could the eight persons composing the family of Noah have discharged so multifarious functions? How could they have supplied food and water to their immense living cargo for the period of one year? And then how did these animals breathe inside the ark? There was but one 22in. window to admit light and air to all this multitude. Could they have survived such a 'Black Hole'? Where did they obtain water for drink! The mixture of the rain with the sea water would have rendered the whole liquid element salt and unwholesome. The fish, mollusks, crustaceans, such as crabs and lobsters, and all corals, must have died in the universal flood; fresh-water fish would not have been able to live in salt-water, and salt-water fish, from so large an addition of fresh water, would have perished. Plants would also have been destroyed. Colenso gives the following estimate of the pressure of the enormous mass of water which is supposed to have covered the earth:—"The pressure of a column of water 17,000 feet high, would be 474 tons upon each square foot of surface. This, however, would be the pressure of such a Flood, as that here described, at the ordinary *sea-level*; and olives would grow far above this. Still, even at the level of the *snow-line* of Ararat, the column of water would be 3,000 feet high, and its pressure 83 tons on every square foot of surface. Yet nothing is said in Gen. vii. 21, 23, about the destruction of either fish or plants: nor are we told of any new creation to supply the loss of these. On the contrary, an olive leaf is brought, plucked apparently fresh and green from a tree which had been eight or nine months under water, (viii. 11.) The difficulty, that so long an immersion in deep water would kill the olive, had, no doubt, never occurred to the writer, who may have observed that trees survived ordinary partial floods, and inferred that they would just as well be able to sustain the Flood, to which his imagination subjected them. Of the enormous pressure that would be caused by such a superincumbent mass of water, he was, we may be sure, entirely ignorant." The plants thus immersed would have also been deprived of air and light for months and could not have survived.

4. *The Waters of the Deluge.*—Two other unsolvable questions present themselves for our consideration: (1). Whence came the waters that covered the earth to the tops of the highest mountains?—The Bible says that "all the high hills that were under the whole heaven were covered." Says Denton: To do this, it rained for forty days and forty nights. A fall of an inch of water in a day is considered a very heavy rain in Great Britain. The heaviest single rain recorded fell on the Khasia Hills in India, and amounted to 30 inches in 24 hours. If this deluging rain could have continued for 40 days and nights, and had it fallen over the entire surface of the globe, the amount would only have been 100 feet." Sir John Leslie says that "Supposing the vast canopy of air, by some sudden change of internal constitution, at once to discharge its whole watery store, this precipitate would form a sheet of scarcely five inches thick over the surface of the globe." As to the allegation that "the fountains of the great deep were broken open," if the waters of the ocean had rushed over the land, the ocean, or parts of it would have been laid bare; besides it is physically impossible that the liquid element should have risen above its level and simultaneously on every shore. If it be said that the plains had sunk lower than their present position, that would make mountains so much higher in comparison. It has been said that water rushed from the interior of the earth. Taking into consideration the fact that a mile-and-a-half deep the earth's interior is hot enough to convert water into steam, this explanation becomes untenable. (2). Nor is it easy to account for the place whither the waters returned after the Flood. It is said that a wind passed over the earth, and dried it up. All that the wind could have done would be to convey to the atmosphere the moisture it took from the water. This would have led to a repetition of the rains and to another flood. To remove the whole mass of water from the earth, it would require a mighty hurricane, sufficient in intensity to blow the whole watery mass from out of the reach of the earth's gravitation. What would have become of the Ark under the circumstances? And lastly, how are we to account for the means of subsistence the animals had when they went out of the ark? The carnivorous animals would have devoured a large portion of the herbivorous creatures that had been saved.

(*To be continued*).

CHINESE CHARACTERISTICS.

PATIENCE AND PERSEVERANCE.

The term patience embraces three quite different meanings. It is the act or quality of expecting long, without complaint, anger or discontent. It is the power or the act of suffering or bearing quietly or with equanimity any evil—calm endurance. It is also employed as a synonym of perseverance. That the group of qualities to which reference is here made has a very important bearing on the life of the people to whom they belong, is obvious at a glance. The disadvantage arising from a separate and a distinct examination of individual Chinese characteristics is nowhere more obvious than in the consideration of the qualities of patience and perseverance. These characteristics of the Chinese are inseparably connected with their comparative 'absence of nerves,' with their 'disregard of time' and especially with that quality of 'industry,' by which the national patience and perseverance are most conspicuously and most effectively illustrated. What has been already said upon these topics will have served to suggest one of the chief virtues in the Chinese character, but the necessarily desultory treatment involved in such incidental mention, deserves to be supplemented by a more comprehensive presentation.

"Among a dense population like that of the Chinese Empire, life is often reduced to its very lowest terms, and those terms are—literally a 'struggle for existence.' In order to live it is necessary to have the means of living, and those means each must obtain for himself, as best he can. Deep poverty and a hard struggle for the means of existence will of themselves never make any human being industrious, but to a man or a race endowed with the instinct of industry, these are the conditions which will tend most effectually to develop industry. The same conditions will also tend to the development of economy, which, as we have seen, is a prominent Chinese quality. These conditions also develop patience and perseverance. The hunter and the fisherman who know that their livelihood depends upon the stealth and wariness of their movements, and the patience with which they wait for their opportunity, will be stealthy, wary and patient, no matter whether they happen to belong to the races of mankind classed as 'civilised,' or those called 'savage.' The Chinese are a race who for ages have been hunting for a living under conditions frequently the most adverse, and they have thus learned to combine the active industry of the most civilised peoples, with the passive patience of the North American Indian. The Chinese are willing to labour for a very long period of time, for very small rewards, because small rewards are much better than none. Ages of experience have taught them that it is very difficult to make mere industry a stepping stone to those wider opportunities which we of the West have come to look upon as the natural results. They are 'natural' results, only in the sense that when appropriate conditions are found, these results will follow. A population of five hundred to the square mile, it is scarcely necessary to observe, is not one of the conditions adapted to lead to practical verification of the adage that industry and economy are the two hands of Fortune. But the Chinese is content to toil on for such rewards as he may be able to get, and in this contentment, he illustrates his virtue of patience. It is related of the late General Grant, that on his return from that trip round the globe, in which it is supposed that he was seen by more human beings than any other single individual had ever been, he was asked what was the most remarkable thing that he saw. He replied at once, that the most extraordinary sight which he anywhere beheld, was the spectacle of a petty Chinese dealer, by his keen competition, running out a Jew. There was great significance in the observation. The qualities of the Jewish people are by this time well known, and have led to most surprising results, but the Jews are after all but a minute fraction of the human race. The Chinese, on the other hand, are a considerable percentage of the whole population of the planet. The Jew who was run out by the Chinese, did not presumptively differ in any essential respect from any other Jew. The result of the competition would probably have been the same, though the competitors had been different in their identity, for it is morally certain that the successful Chinese did not differ in any essential particular from any other Chinese who might have chanced to be in his situation. It is in *staying qualities* that the Chinese excels the world. Of that quiet persistence which impels a Chinese student to keep on year after year attending the examinations, until he either takes his degree at the age of ninety, or dies in the effort, mention has been already made. No rewards that are likely to ensue, any that are possible, will of themselves account for this extraordinary perseverance. It is a part of that innate endowment with which the Chinese are equipped, and is analogous to the to the fleetness of the deer, or the keen sight of the eagle. A similar quality is observed in the meanest beggar at a shop door. He is not a welcome visitor, albeit so frequent in his appearances. But his patience is unfailing, and his perseverance invariably wins its modest reward, a single brass cash.

There is a story of an Arab whose turban was stolen by some unknown person, upon which the loser of this important article of apparel promptly betook himself to the tribal burial place and seated himself at the entrance. Upon being asked his reason for this strange behaviour, and why he did not pursue the thief, he made the calm and characteristically Oriental reply. 'He must come here at last'! One is not infrequently reminded of this exaggeration of passive persistence, not only in the behavour of individual Chinese, but in the acts of the government as well. The long and splendid reign of the emperor K'ang Hsi, lasting from 1662 until 1723, made his name more celebrated than that of any other Asiatic monarch. Yet it was in the reign of this greatest of Chinese rulers, that the Chinese patriotic pirate Ching Ching-kung, better known under the name of Koxinga, ravaged the coasts of the provinces of Kuangtung and Fukien to such a degree that the government junks were totally unable to cope with him. Under these circumstances, K'ang Hsi hit upon the happy expedient of ordering all the people inhabiting this extended coast line, to retire into the interior to a distance of thirty *li*, or about nine miles, at which point they were inaccessible even to such stout attacks as this adherent of the old order of things was able to make. This strange command was generally obeyed, and was quite successful in accomplishing its design. Koxinga retired, baffled in his plans, and contented himself with driving the Dutch out of Formosa, and was eventually ennobled under the title of the 'Benquelling Duke,' by which means he was at once pacified and extinguished. Every foreigner reading this singular account is impelled to assent to the comment of the author of the 'Middle Kingdom,' that a government which was strong enough to compel such a number of maritime subjects to leave their towns and villages, and to retire at such great loss into the interior, ought to have been strong enough to equip a fleet and to put an end to the attacks upon these desolated homes. Another example of the persistence of the Chinese government is not less remarkable, and is still fresh in the minds of foreign residents in China. In the year 1873 the Chinese general Tso Tsung-tang established himself in Barkoul and Hami, having been sent by the government to endeavour to put a stop to the great Mohammedan rebellion, which, beginning with a mere spark, had spread like wildfire all over western China, and through Central Asia. The difficulties to be overcome were so great, as to appear almost insuperable. It was then common to meet with articles in the foreign in China, ridiculing both the undertaking of Tso, and the fatuity of the government in endeavouring to raise money by loans, in order to pay the heavy war expenses thus incurred. Within a year of his arrival in the rebellious district, Tso's army was marching on either side of the lofty T'ien Shan in parallel columns, driving the rebels before them. When they reached a country in which the supplies were insufficient, the army was turned into a farming colony and set to cultivating the soil with a view to raising crops for their future support. Thus alternately planting and marching, the 'agricultural army' of Tso thoroughly accomplished its work, an achievement which has been thought to be among "the most remarkable in the annals of any modern country."—*N. C. Daily News.*

NOTES FROM CHINESE PAPERS.

The Sugar Refinery lately started at Foochow by Mr. Liu with foreign co-operation is now turning out two qualities of White Sugar, the first quality at 80 cash a catty and the second at 72 cash. This sugar produced by foreign machinery is said to be much better than that produced by the old Chinese methods.

* * *

Mr. C. L. Simpson, Commissioner of Customs at Kiukiang, on 23rd March, on leaving Kiukiang for Shanghai in the steamer *Kiangfu* on his way to England, on leave, was escorted by a procession of his native admirers firing off crackers, and carrying a "ten-thousand name" red umbrella; which shows the high esteem in which he is held by the Chinese at Kiukiang.

* * *

A letter from Ichang says the *Kiang-t'ung*, *Yling*, and *Kuling* steamers are plying on the Yangtze in rotation, getting good cargoes up, but very little when they come down again. The *Kiang-t'ung* grounded on her last up voyage at T'ien-sin Chow, a sandy island, and had to return and unload her cargo for transport to Ichang in boats, the river being still very shallow, and the spring freshets not having yet appeared.

* * *

We hear that news has been received in official circles at Shanghai that Ch'en Kin-ming will receive the appointment of Chinese Minister to Germany. Austro-Hungary, Holland, and Russia. He was, formerly Taotai at Chinkiang, after which he was appointed Provincial Judge at Soochow. He is now on leave in Fukien. It is said that the new Minister to England and France will be Ts'ui Kwoh-yin, a member of the Hanlin college, now residing at Peking.

* * *

At Yünnan-fu, the capital of that province, there was formerly a Government mint for copper cash, called the Pao-Yün Küh. Orders were given last year to resume the coining of cash at this mint, and Tan, the Governor of Yünnan, on consultation with T'ang, the Director of the establishment, came to the conclusion that to obtain the quantity of copper necessary for its operations, it would be advisable to recommend that 15 000,000 catties out of the copper which is now at Yünnan-fu awaiting transport to Peking, should be retained for that purpose. It is likely that a Memorial has already gone to Peking on the subject. [T'ang, the Director of the Mint, was formerly Governor of Yünnan, but was degraded in consequence of his want of activity against the French during the hostilities of 1884.]

* * *

At Kiukiang some of the sons of rich Chinese merchants, "fast" young men, are in the habit of engaging professors of the art of boxing and the *savate*, to give them lessons in the science of self-defence, so that when they get into rows during their nocturnal revels they may get the better of their antagonists. This rowdyism is not approved of by their fathers and elder brothers, but they do not seem to have been able to put a stop to the custom, which is a disgrace to the native society of Kiukiang. One of the professors, a Kiang-peh man called Hu, had been for a long time getting on worse and worse terms with a rival teacher named Lan, a gentleman from Kwang-tsi, in martial Hupeh; and at last their mutual ill-feeling culminated in a challenge to meet each other on 27th March in the court of the Fire-god's Temple, just outside the south gate of Kiukiang, and see which should prove the "better" man. Each had more than ten pupils under his tuition, and when the time came there was a good attendance to see the sport. Mr. Hu first came on the ground, with a cotton-band round his forehead, a tight belt round his waist and tightly-fitting short garments and cried, "Where is Lan? the coward should come on in woman's clothes if he comes at all." Just as the people were beginning to jeer at the absent Lan for his pusillanimity in not appearing to the challenge, that hero bounded into the arena, boiling with rage and without uttering a word went straight for Mr. Hu. For some minutes there was a confused scene of brawny legs and arms whirling through the air, and then Hu, a very corpulent man, began to pant and groan and show symptoms of having had enough. This was Lan's opportunity, of which he availed himself by putting in a vigorous right-hander, which knocked out one of Hu's eyes; Hu was carried off to hospital amidst rapturous applause from Lan and his supporters, and the ribald mob dispersed.

NEWCHWANG.

(FROM OUR OWN CORRESPONDENT.)

March 15th.

Mr. and Mrs. Russell gave their last "at home" yesterday in the shape of a "Bal Costumé." I have not said anything before of the weekly "at homes" because they were no doubt private entertainments, but I may just say *en passant* that they in a large measure helped us over can easily be imagined might otherwise be a dreary winter. These weekly delights culminated in what is universally admitted to have been "the evening" of the season. The guests, by the care with which the dresses were selected, undoubtedly added to the success, but the "happy thought" is due to Mr. and Mrs. Russell, and I cannot do justice to the splendid and hospitable manner in which it was carried out. From the dark, cold atmosphere one was suddenly transported into a palace of light and gaiety, where

Britannia, Charles II, Cromwell, troubadours, matadors, ladies of the 17th Century, French cooks and Red Cross nurses, Swedish bridegrooms, Italian Countesses, Dr. Johnson (of Fleet Street) German peasant girls, Zouaves, barristers, clowns, Folly, vikings and many other representatives of ancient and modern days, seemed to vie with each other as to who should be happiest or most grave and dignified. It was indeed a pleasant evening, which was fully proved by the fact that all were astonished when the small hours in the morning advised us the time for separation had come.

It has always been difficult to prognosticate when the ice will break up, and this season has not proved an exception to the rule. The month of March came in like a lamb, and the weather was so genial for a week, that it led it to hope steamers would be able to come much earlier than usual, but suddenly the wind turned from South to North, and for several days we had a strong gale, the Thermr. (Fahr.) from being 55° Max. on 7th inst., going down to 13° on 9th and 11°,=21 degrees of frost, on 10th, since when the winter appears to have recommenced, for although we are having a breeze from the South to-day, the sky looks like snow or a return to N.E. wind. Natives are still crossing on the ice, and unless the full moon, about St. Patrick's day, brings a high thaw there is no knowing how much longer the river will remain frozen

March 26th.

The ice on the river commenced to break up on the 18th, and the steamers *Woosung*, *Meifoo* and *Newchwang* arrived on 23rd, followed by the *Toonan Choysang* on 24th. It has been slow work on account of the ice floating about, and the steamers which we hear are at the Bar waiting for pilots or water will not lose much valuable time.

Rice is coming up in some quantity and no doubt will pay importers, as all grains are very dear, and unfortunately famine accounts are just just as strong as before. In fact unless there be some scheme of permanent relief, either by enabling the people to sow their ground for next harvest, or by emigration or by the construction of railways, Government work, etc., the same state of starvation will continue, and as the season advances famine fever will set in. There seems no end to the trouble.

March 27th.

A very pretty and interesting ceremony took place at our Assembly Rooms last Thursday. This was the last dancing lesson of the season, when a party was given by teachers to the pupils, of whom there are some two dozen or more, of all young ages. The whole community was invited, and the children were all in fancy dress. The scene was simply delicious, and when the ceremony referred to occurred, it was good for one to study the countenances of old and young, the faces of all denoting the most perfect happiness. Well, then, the pupils presented the ladies who had been good enough to give the dancing lessons for the last two years, with an address, most beautifully engrossed on cardboard, and, one must add, very well read by Master A. Kindblad, one of the aptest and most gentlemanly of the young pupils. The writing also was by him and was exceeding well done. The address was accompanied by a tea and coffee service, which just at the right moment, and with the most perfect *sang-froid*, was taken from the table where it had been deposited, by Miss Daphne Russell, a very young lady much loved by everyone, and presented with a very bewitching smile and a perfectly graceful manner which made the acceptance all the more pleasant. Young Mr. Benedict Carlos also assisted very nicely in the presentation. It was really a fit ending to a most satisfactory season—both for teachers and pupils—the relationship between whom, founded as it is on such a substantial rock of mutual love and respect, is not likely ever to be forgotten.—*N. C. Daily News.*

SIR ROBERT HART.

Although the somewhat original form, from a European point of view, in which the Empress of China has been pleased to confer nobility upon Sir Robert Hart may provoke a smile, there is no doubt that the ennobling of three generations of his ancestors is an honour of no small magnitude, and of no little political significances. Sir Robert Hart has long been a most able, valuable, and valued servant of the Chinese Government; and to his talent and skill China owes, not only the establishment of a most efficient Customs Service, but also, in no small degree, her satisfactory and peaceful relations with Foreign Powers. In the early days of the Inspectorate of Maritime Customs much prejudice existed against the Europeans who took service under the Chinese officials—a prejudice which was at times manifested in a marked manner even in social life, and to the effects of which Sir Robert Hart in these times was subjected in a way which could not but be felt disheartening. It would have proved altogether discouraging to one of less clear perception and less independence of spirit in following out the career which he had chosen. To Sir Robert Hart's talent it was largely due that the Customs Service, from being at first only local and Provincial, became recognised and organised as an Imperial institution. This change being effected. "Hah-Tah-Jên," as he was styled by all the Chinese, became a trusted official of the High Authorities at Peking. At first this naturally created some jealousy both in official and mercantile circles; but, by liberal handling of the questions upon which he was consulted, and with which he had to deal, and native suavity and adaptability to exceptional circumstances, Sir Robert Hart gradually made it apparent to Europeans no less than Chinese that the true interests of foreigners, as well as of the Chinese, were likely to be best served by the Chinese Government having the advantage of exact information on the questions with which they had to deal, instead of being dependent upon their own defective lights. Sir Robert Hart thus succeeded in smoothing over many difficulties which, otherwise handled, might have led to serious complications. He had to withstand the impatience of many who, rightly perceiving that the time had come when China must enter into the comity of nations and adopt a career of progress, forgot that so gigantic a change must be a work of time, and could only be brought about by slow degrees. How far the Chinese, if left to themselves, could have adopted European improvements it is difficult to say. Probably they would have attempted them in so clumsy a manner that they would soon have been abandoned; or, what is still more likely, have kept up a system of ever-unfulfilled promises. It was the good fortune of Sir Robert Hart to be in a position in which he could aid them in the task which circumstances had placed before them; and, by dint of skill, tact, and above all, patience, he succeeded beyond what could have been the expectations of the most sanguine in the earlier time of our intercourse with China, after the conclusion of the Treaty of Tientsin. At the present time railways and other modern improvements have been introduced under the management of the Chinese Government themselves—the only method in which such a change could be made in the habits and traditions of the Chinese, without causing internal disturbance such as might prove of serious political import, while, in addition to establishing the Customs Service itself upon a thoroughly sound basis, Sir Robert Hart has step by step induced the Chinese to set on foot an efficient system of lighting on the coast. It is, however, as already indicated, more in his indirect services than in those immediately appertaining to his office of Inspector-General of Customs that Sir Robert Hart has justly won the confidence of the high officials at Peking; and the significance of the honour which the Empress has conferred upon him is that she recognises and acknowledges that it is due in no small degree to Sir Robert Hart's tact and skill that peaceful and sound relations with foreign nations have become established; and that the means have been found by which China can advance in such a manner as shall enable her to hold her own with foreign nations without imperilling the integrity of the Empire or the authority of the central Government.—*L. & C. Express*

ICHANG.

(FROM OUR CORRESPONDENT.)

March 26th.

On the night of the 24th there was a great fire at Ichang, between 600 and 700 houses being burnt. It was magnificent to see the blaze from the sands, over a quarter of a mile of houses outside the City Wall all on fire at once, the opposite hills across the river lit up by the reflection. The families inhabiting the houses were huddled about on the sands, each family with its belongings, its tables and chairs and mats. Crowds of junkmen with their pig-tails tied up and white handkerchiefs knotted round their heads stood and surveyed the scene. Not a hand was moved to arrest the conflagration. We saw one man carrying two buckets of water, but they may have been to drink, or for any other purpose. One man was sprinkling water on his own mat-covered shed. Otherwise not a house was pulled down to arrest the fire, not a drop of water poured. And there rolled the great Yangtze, and between it and the fire stood the the crowd of men. "It is not to be resisted," said all those we spoke to. It is easy to realise now how a Chinese city is captured in times of rebellion. Two determined rebels—like the two now traditional Uhlans—might ride in, and it would be no-one's business to resist them. At last the fire met a brick wall, and it stopped, close to a timber yard, from which not one log of timber had been removed.

Inside the city far more damage was done than where we saw the grand blaze, for the houses there are more considerable. And there some steps were taken, a pump was produced, but the hose was so full of holes it could not convey even half its water to its destination. The fire is said to have begun in an opium den outside the city, east of the South gate. It caught the adjacent houses. Then a spark blew across—there was a tearing wind—and caught the mat-covered houses built on stilts outside the city wall, and between the South gate, and the little South gate, and burnt them all. This spark passed over an angle of the city. But afterwards some other spark fell within the city wall in this same angle, and lighted up first a carpenter's shop, and then the adjacent houses. There were thus three distinct fires burning at once, two outside the city wall, and one inside; the result being that besides comparatively well off people, whose losses have probably been more serious, there are about three hundred families left destitute for whom at once about 1,300 *cash* apiece has been raised by private subscription.

The next day it was a strange sight to visit the still smoking ruins. In the first house we saw there were great jars—like those of Ali Baba's forty thieves, only with smaller necks—all full of eggs, eggs, nothing but eggs, all in a more or less advanced state of decomposition. The people seemed very quiet. Everybody was walking about and looking. But none seemed to make a comment. On the night of the fire the dog's remarks were very audible. All the dogs and horses and mules, fortunately very few of the two latter, were careering about on the sands, and just as ready of resource to help as the human beings near. The sound of the falling timbers, and the cracking of the wood were very impressive there, and the Chinese roused out of their usual stolidity, were all eager and ready to talk. The dullness of their lives seems to make them welcome every distraction—cards—opium—or even a fire. There were a few people hysterically wailing, but most of the onlookers wore an air of pleased excitement, and laughed, and were eager to converse. Next day they looked depressed.

But what a strange people they are; landing at a village a little way down river we found quite a little crowd of women and boys, with one or two men, all looking in the sands for something. Was it gold? No. When we saw what it was, we could not realise its nature, till we were told. It was little bits of wood, none probably so long as one's finger, and nearly altered in character by the influence of water, which they were searching for—for firewood! They had got great baskets full of these tiny chips. And it is such a regularly established industry, that they had a long iron pricker with which they bored into the sand to feel if it knocked against anything hard before beginning to dig. The mountains here might be all covered with trees, but for the young trees being all persistently rooted up. At last some news of the gallant Frenchman, marching on his lonely way to Chungking! We were all getting quite anxious about him, for he left us with no knowledge of Chinese, and four coolies who knew no other language, a red fez, already matter of notoriety in the district, and one tin of preserved ham. What would he do with that last, we speculated? Eat it first thing, and so get rid of it! Or keep it till the pavilions of Chungking came in sight, and so fall unappreciative on the fresh bread and baked meats of that city? Whether he has still got it with him we do not know, but he has at last been heard of as passing through a town on the way. He is not displaying the banner of France, like that American who marched through England with the Stars and Stripes, but he carries a butterfly net, which to the Chinese mind must be far more mysterious. But the Chinese always know how to deal with strange apparitions. The report here amongst the people is that the *Kuling* will never be allowed to proceed beyond Ichang, and that the Szechuan delegates have come down with instructions not to draw up river regulations, but simply to stop her. Notwithstanding which the people of Kuelchow Fu are said to have made their preparations. They have got a lot of old junks now perfectly useless, but originally built of good wood, and these they intend to load apparently with salt, but really with sand all covered over with salt. Then they mean to launch these boats against the *Kuling*, should she ever come in sight, and not only sink her, but their own junks also, for which the owners of the *Kuling* will have to pay, as well as for the supposed salt cargoes. The expedient is ingenious. It may be remembered that at Naples so many lazzaroni threw themselves under the wheels of carriages in order to claim the compensation at one time accorded for carriage accidents, that a law had to be made—a law still in force in Naples—that anyone driven over by a carriage has to pay compensation to the owner of the carriage. This is, however, but one of the many rumours afloat in Ichang.

Mr. Gregory, our Consul, after four years' stay is leaving Ichang, and we hear that Mr. E. H. Fraser, now at Kiukiang, is appointed in his place. The Chinese will lose a good friend in Mr. Gregory.

COMMERCIAL TRANSFORMATION OF CANTON.

M. Imbault-Huart, the French Vice-Consul at Canton, has recently addressed to his Government a valuable report on the trade of Canton. After an exhaustive study of the subject he comes to the conclusion that though Canton is the most commercial and flourishing of any port in China, it will ere long be relegated to a third or fourth order as an entrepôt. After some historical facts which do not need repetition, he comes to the part that France more distinctly plays. The first company, known as the Compagnie de Chine, was inaugurated in 1660, and four years later was amalgamated with the Compagnie des Indes. From 1719 this company made voyages to China from time to time down to 1834, when its monopoly of the China trade was discontinued. Then came the Treaty of 1842, and the opening of other ports to trade besides Canton. This act was of course, the first blow to the supremacy of Canton. It ceased to be, as it had been for a century, the head distributing depôt for many districts. The establishment of Hongkong was at the same time a very serious blow.

French commerce at Canton, the Consul pursues, has no representatives, excepting one house which made extensive purchases of silk for the Lyons market. He would like to see a French silk syndicate established there, of which the prosperity should be as great as that established at Tientsin under the auspices of the Comptoir d'Escompte.

The commercial situation created by the Franco-Chinese Convention of 1886 as to trade with Tong-King—which M. Huart thinks will be very advantageous to France—will also be a blow to Canton, as it will create other centres of distribution. Not only this, but the idea of goods gaining admittance by this route to Kwang-si has stimulated the Hong Kong Chamber of Commerce to agitate for the opening of the Si-Kiang as a further route. It is only a question of time, thinks M. Huart, before the Chinese agree to this idea. The first port to be opened would be Nu-chow, and later Nan-ning. The interests of foreigners, Chinese merchants, and the Imperial Government are in favour of it. The day when the Si-Kiang is opened the commerce of Canton will decrease yet more. Steamers would pass by the city and go and come direct from Hongkong to Nuichow and Nan-ning, the ports near the consuming and producing areas. There will then only remain to Canton, concludes M. Huart, a small trade to serve the city and the districts immediately surrounding it, whilst exports would be confined to silk and tea.

We may remark, however, that Canton is a large city by itself, and that it must still continue the distributing centre for the surrounding districts, which are populous and fertile.—*London & China Express.*

HOW TO GAIN FLESH AND STRENGTH.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidity with which delicate children and sickly people suffering from weakness and wasting disease improve and thrive upon this diet is truly marvellous. As a remedy for *Consumption and Throat Affections and Bronchitis* it is unequalled by any other preparation in the world. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—[*Advt.*

To-day's Advertisements.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 12th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.
Hongkong, 12th April, 1889 [420

THEATRE ROYAL,
CITY HALL, HONGKONG.

THE AMY SHERWIN SEASON,

Under the distinguished patronage of
H.E. Sir G. W. DES VŒUX, K.C.M.G.,
AND
LADY DES VŒUX.

LAST WEEK AT HONGKONG.

TO-MORROW EVENING,
(SATURDAY), the 13th April,
"BOHEMIAN GIRL."

MONDAY, the 15th April,
FAREWELL NIGHT OF THE SEASON,
"TROVATORE."

Seats can be secured in advance for any night of the Season, at Messrs. KELLY & WALSH'S, LD.

HUGO GORLITZ,
Manager.
Hongkong, 12th April, 1889. [428

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, current in this Colony and weighing 7.1.7, in Exchange for STERLING BILLS drawn ON DEMAND on the LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY, LONDON, will be received by the CHIEF PAYMASTER, ARMY PAY DEPARTMENT, until 11 A.M., on MONDAY, the 15th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in duplicate, in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

C. H. CHAUNCY,
Colonel,
Chief Paymaster, China.
HER MAJESTY'S TREASURY OFFICE,
Queen's Road,
Hongkong, 12th April, 1889. [450

AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

DURING the Temporary Absence of Mr. JOHN ANDREW from the Colony Mr. JOHN WILLMOTT has been appointed ACTING SECRETARY to the Company.

J. D. HUMPHREYS,
Chairman.
Hongkong, 12th April, 1889. [453

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain St. Croix, will be despatched as above on WEDNESDAY, the 17th inst., at 3 P.M.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th April, 1889. [447

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, (VIA INLAND SEA).

THE Steamship

"BRECONSHIRE,"

Captain Daucaster, will be despatched for the above Ports, on the 19th April.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 12th April, 1889. [454

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN,"

Captain Darke, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 12th April, 1889. [449

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"NINGCHOW,"

W. Durdin, Commander, will be despatched as above on or about the 25th instant.

For Freight, etc., apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 12th April, 1889. [448

STEAM TO YOKOHAMA, VIA NAGASAKI, AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"THIBET"

will leave for the above places on TUESDAY, the 16th April, at NOON, instead of as previously advertised.

E. L. WOODIN,
Superintendent.
Hongkong, 12th April, 1889. [3

STEAM TO STRAITS AND BOMBAY, Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship

"DECCAN"

will leave for the above places on THURSDAY, the 18th instant, at NOON.

E. L. WOODIN,
Superintendent.
Hongkong, 12th April, 1889. [455

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"CLYDE"

will leave for the above place about 24 hours after her arrival with the next English Mails.

E. L. WOODIN,
Superintendent.
Hongkong, 12th April, 1889. [3

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "NIZAM," Captain T. F. Creery, with Her Majesty's Mails, will be despatched from this for LONDON, VIA BOMBAY and SUEZ CANAL, on WEDNESDAY, the 24th inst., at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 12th April, 1889 [3

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

THE STATUTORY GENERAL MEETING of the above Company will be held at the CITY HALL, on SATURDAY, the 27th instant, at 0.30 P.M.

C. MOONEY,
Secretary (pro. tem.)
Hongkong, 12th April, 1889. [452

NOTICE.

THE Undersigned being about to CLOSE his Business shortly, all CLAIMS against the Firm must be sent in on or before the 22nd instant, and all Persons indebted are hereby requested to make immediate payment.

THARIA TOPAN.
Hongkong, 12th April, 1889. [451

Intimations.

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION, 800 YARDS.

TO-MORROW, the 13th April, at 4 p.m. Carbines allowed Two Shots Extra.

A. SHELTON HOOPER,
Hon. Secretary.
Hongkong, 8th April, 1889. [58

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that the STATUTORY GENERAL MEETING of the above Company will be held at the Company's Offices, No. 62, Queen's Road, on WEDNESDAY, the 24th inst., at 5 O'CLOCK P.M.

C. EVENS,
General Manager.
Hongkong, 9th April, 1889 [436

MAÇAO ROTISSERIE,
No. 2 & 4, RUA FORMOSA.

BEST BRANDS WINES and SPIRITS, ENGLISH ALE and PORTER. TIFFIN and DINNER to order.

MISS C. PALMER,
Proprietrix.
Macao, 8th April, 1889. [435

SOCIETE FERMIERE
DE
L'OPIUM AU TONKIN.

A DIVIDEND of $130 per Share will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 15th of April, on production of the Share Certificates, which require to be stamped before the Dividend can be paid.

R. DE ST. MATHURIN,
Managing Director.
Hongkong, 11th April, 1888. [443

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

HEAD OFFICE—Shanghai.

REGISTERED OFFICE—37 and 39, Queen's Road, Hongkong.

THE FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Head Office, 13, Nanking Road, Shanghai, at 11 O'CLOCK in the Forenoon of SATURDAY, April 27th, 1889, when the Report and Accounts for the year ended, 28th February, 1889, will be presented.

The TRANSFER BOOKS will be CLOSED from the 22nd to 27th instant, both days inclusive.

By Order of the Directors,
W. HAYWARD,
Secretary.
Shanghai, 5th April, 1889. [445

THE HONGKONG ELECTRIC CO., LD.

SHAREHOLDERS are requested to send in their Bankers' Receipt and Letter of Allotment in exchange for Scrip, which is now ready for delivery.

GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 9th April, 1889. [434

TUITION IN FRENCH.

MELLE. MAILLARD begs to intimate that she will give LESSONS in FRENCH, Grammatically, Conversational or Literary.

Terms on Application at 3, West Terrace.
Hongkong, 1st April, 1889 [406

NOTICE OF REMOVAL.

I HAVE this day REMOVED to my new premises at No. 25, CAINE ROAD, next door to the Japanese Consulate.

A. HAHN,
Piano-tuner and Repairer.
Hongkong, 1st April, 1889. [407

LOST.

A FOX TERRIER DOG, White with Spotted Head. Stump Tail—leather Collar.

Finder please return to Office of this Paper. Reward if required.
Hongkong, 11th April, 1889. [444

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Company's Registered Office in Victoria Buildings, No. 7, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 23rd April instant, at 12 o'clock Noon, the objects and business of which Meeting will be to submit for Confirmation the Special Resolutions passed at the Meeting held this day.

ALEXANDER LEVY,
Secretary (pro. tem.)
Hongkong, 6th April, 1889. [426

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL$2,500,000.
PAID UP CAPITAL 1,250,000.

BOARD OF DIRECTORS.
Hon. J. BELL-IRVING, Chairman.
Hon. C. P. CHATER, Vice-Chairman.
Mr. E. A. SOLOMON.
Mr. J. S. MOSES.
Mr. S. C. MICHAELSEN.
Mr. G. E. NOBLE.
Mr. LEE SING.
Mr. POON PONG.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

THE objects for which this Company is formed are to transact in the Colony of Hongkong and its dependencies the purchases and sales of Property, to advance monies on Mortgage, to undertake the Management and Agency of Estates, and generally to carry on any business in connection with Landed Property.

The fullest information can be had on application at the Company's Offices, No. 7, Queen's Road Central.

ALEXANDER LEVY,
Secretary (pro. tem.)
Victoria Buildings,
Hongkong, 20th March, 1889. [368

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, Paris, which may be consulted at any time by visitors from the Far East.

Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.
Hongkong, 11th March, 1889. [318

Masonic.

PERSEVERANCE LODGE OF
HONGKONG,
No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on TUESDAY, the 16th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 9th April, 1889. [438

Insurances.

THE STANDARD

A SCOTTISH LIFE OFFICE OF 63 YEARS STANDING, AND ONE OF THE WEALTHIEST OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

WHEN it is remembered that a Life Assurance Contract may not fall to be fulfilled for a quarter or even half a century after being entered into, it will be readily understood how important it is to the Policyholder that the past record as well as the present management of the Office should be of the highest possible character. The Standard has a long record of past good services to refer to; its Funds, annually increasing, amount to £6,800,000; and all modern features consistent with safety have been adopted.

THE BORNEO COMPANY, LD.,
659—5] Agents, Hongkong.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [152

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1888. [818

To be Let.

TO LET.
IMMEDIATE POSSESSION.

HOUSE, No. 1, Hollywood Road.

From 1st June, 1889.

HOUSE, No. 1, "Cameron Villas," East Peak.

Apply to
BELILIOS & Co.
Hongkong, 11th April, 1889. [442

TO BE LET,
(WITH IMMEDIATE POSSESSION).

ONE LARGE GODOWN No. 23A, Praya Central under Victoria Hotel Premises.

Apply to
DORABJEE & HINGKEE.
Hongkong, 30th March, 1889 [394

TO LET,
WITH IMMEDIATE POSSESSION.

NOS. 1, 2 and 4, QUEEN'S GARDENS.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 14th March, 1889. [129

TO BE LET.

A FIRST-FLOOR FLAT (Furnished or Unfurnished) in Blue Buildings for 6 months, from May 1st.

Apply to
Messrs. HOLIDAY, WISE & Co.,
Ice House Lane.
Hongkong, 27th March, 1889. [387

TO LET.

AT the Peak, "LA HACIENDA," formerly occupied by Sir George Phillippo.

Apply to
H. N. MODY,
Victoria Buildings.
Hongkong, 12th December, 1888. [32

TO LET.

NO. 2, MORRISON HILL; entry at once.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 3rd April, 1889. [415

TO BE LET,
With Immediate Possession.

A WELL FURNISHED HOUSE in Caine Road, best locality, containing 6 ROOMS with Servants' Quarters; Water and Gas laid on.

Apply to
A. LIEBARD,
No. 8, Queen's Road Central.
Hongkong, 2nd April, 1889. [409

TO LET.

ROOMS in "COLLEGE CHAMBERS."

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 12th December, 1888. [13

Commercial.

TO-DAY.

THE SHARE MARKET.

5 o'clock.

There is very little to report to-day. Some small lots of Hongkong Fires have been sold at 360, and probably a few more shares could be placed at that rate. Docks have dropped to 68 per cent. premium and are weak at that figure. There has been considerable inquiry after A. S. Watson & Co.'s shares, and on the strength of a report that a sub-division of the present shares had been decided on, the rate has risen to 105 per cent. premium. Punjoms have been sold at from 28 to 30 for cash in small quantities, and also at the latter rate for delivery on the 30th instant. China Sugars are rather firmer than when we last wrote, whilst, on the other hand, Luzons are decidedly weaker, with sellers at 93. A fair amount of business in Geo. Fenwick & Co.'s scrip has been arranged at 30, and there are further buyers. Other quotations speak for themselves.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—158 per cent. premium, sellers.
Union Insurance Society of Canton—$110 per share, sellers.
China Traders' Insurance Company—$80 per share, sellers.
North China Insurance—Tls. 290 per share, buyers.
Canton Insurance Company, Limited—$125 per share, sellers.
Yangtsze Insurance Association—Tls. 100 per share.
Chinese Insurance Company—$160 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—$360 per share, sales.
China Fire Insurance Company—$82 per share, sellers.
Hongkong and Whampoa Dock Company—68 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—$223 per share, sellers.
China and Manila Steam Ship Company—140 per share, sellers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company—$190 per share, buyers.
Indo-China Steam Navigation Company, Limited—par., sellers.
Douglas Steamship Company—$80 per share, sellers.
China Sugar Refining Company, Limited—$189 per share, sellers.
Luzon Sugar Refining Company, Limited—$93 per share, sellers.
Hongkong Ice Company—$113 per share, buyers.
Hongkong and China Bakery Company, Limited—$80 per share.
Hongkong Dairy Farm Co., Limited—$13½ per share, buyers.
A. S. Watson & Co., Limited—105 per cent. premium, buyers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$176 per share, nominal.
The Hongkong Steam Laundry Co., Ld.—$20 per share, nominal.
Perak Tin Mining and Smelting Company—$28 per share, sellers.
Punjom and Sunghie Dua Samantan Mining Co.—$30 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—91 per cent. premium, sellers.
Tonquin Coal Mining Co.—$725 per share, buyers.
The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, buyers.
The East Borneo Planting Co., Limited—$60 per share, sales and sellers.
The Songei Koyah Planting Co., Ld.—$59 per share, buyers.
Cruickshank & Co., Ld.—$50 per share, buyers.
The Steam Launch Co., Limited—400 per cent. premium, nominal.
The Austin Arms Hotel and Building Co., Ltd.—5 per cent. dis., buyers.
The China-Borneo Co., Ld.—$62½ per share, sellers.
The Green Island Cement Co. (Old issue)—$60 per share, buyers.
The Green Island Cement Co. (New issue)—$20 per share.
The Hongkong Land Investment Co., Ld.—$140 per share, buyers.
The Hongkong Electric Light Co., Ld.—$9 per share, buyers.
Geo. Fenwick & Co., Limited—$30 per share, sales and buyers.
The West Point Buildings Co., Ld.—$60 per share, sellers.
The Peak Hotel and Trading Co., Ld.—$15 per share, buyers.
The Labuk Planting Co., Ld.—$15 per share, buyers.
The Jelebu Mining and Trading Co., Ld.—$8 per share, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/11½
Bank Bills, on demand 2/11½
Bank Bills, at 30 days' sight 2/11½
Bank Bills, at 4 months' sight...3/0½
Credits at 4 months' sight 3/0½
Documentary Bills, at 4 months' sight 3/0½
ON PARIS.—
Bank Bills, on demand.....3.76
Credits, at 4 months' sight 3.84
ON INDIA, T. T.....220
On Demand.....221½
ON SHANGHAI.—
Bank, T. T.....72
Private, 30 days' sight 72½

OPIUM MARKET—THIS DAY.

NEW MALWA, per picul..... $530
(Allowance, Taels 68).
OLD MALWA, per picul:..... $550 to $580
(Allowance, Taels 68).
NEW PATNA, (without choice) per chest ... $542½
NEW PATNA, (first choice) per chest $545
NEW PATNA, (bottom) per chest..... $552½
NEW PATNA, (second choice) per chest... $540
NEW BENARES, (without choice) per chest $520
NEW BENARES, (bottom) per chest. $532½
NEW PERSIAN (best quality) per picul $550
OLD PERSIAN (best quality) per picul..... $500
OLD PERSIAN (second quality) per picul... $475

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m.	29.98
Barometer—1 p.m.	29.91
Barometer—4 p.m.	29.88
Thermometer—9 a.m.	73
Thermometer—1 p.m.	75
Thermometer—4 p.m.	76
Thermometer—9 a.m. (Wet bulb)	73
Thermometer—1 p.m. (Wet bulb)	73
Thermometer—4 p.m. (Wet bulb)	75
Thermometer—Maximum	79
Thermometer—Minimum over night)	

CHINA COAST METEOROLOGICAL REGISTER.

11th April, 1889.—At 4 p.m.

STATION	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain last 24 hours.
Wladivostock	0.91	30	...	NE	1	f	...
Tokio	30.08	...	...	E	0	...	...
Nagasaki	29.84	...	...	E	0	...	...
Shanghai	29.88	56	100	WNW	3	cd	...
Amoy	29.81	76	86	SE	2	b	...
Hongkong	29.85	70	86	E	2	o	...
Haiphong	29.88	82	83	E	1	od	...
Bolinao	29.91	80	69	NW	2	bb	...
Manila	29.85	64	54	E.	1	b	...

12th April, 1889.—At 10 a.m.

STATION	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain last 24 hours.
Wladivostock	29.87	34	43	N	1	fr	...
Tokio	...	...	...	...	0	...	...
Nagasaki	29.88	...	...	SW	1	c	...
Shanghai	30.11	52	79	WNW	3	c	...
Amoy	30.10	71	98	NE	2	of	...
Hongkong	29.97	74	92	E	2	c	...
Haiphong	29.99	79	92	E	1	c	...
Bolinao	29.97	80	66	...	0	b	...
Manila	29.97	87	68	W	2	c	...

The barometer has risen in the north. Gradients are gentle for east winds. Cloudy, warm and damp weather prevails. It is fine and dry over Luzon.

1.—Barometer reduced to level of the sea in inches, tenths and hundredths. 2.—Temperature in the shade in degrees, Fahrenheit. 3.—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4.—Direction of the wind to two points. 5.—Force of the wind, according to Beaufort scale. 6.—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew wet). 7.—Rain in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 12th April, 1889.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Clyde*, with the English mail of the 15th ultimo, left Singapore at 5 p.m. on the 10th instant, and may be expected here on the 16th.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of New York*, with mails, &c., from San Francisco to the 11th ultimo, left Yokohama for this port at 4 p.m. on the 5th instant, and may be expected here on or about the 12th.

The O. & O. Steamship Co.'s steamer *Belgic*, with mails, &c., from San Francisco to the 20th ultimo, left Yokohama for this port on the 11th instant, at daylight, and may be expected here on or about the 17th.

THE AUSTRALIAN MAIL.

The E. & A. Steamship Co.'s steamer *Cattarthun*, from Sydney, &c., left Port Darwin on the 4th instant for this port, and is expected here on the 13th.

THE CANADIAN MAIL.

The Canadian Pacific S. S. Co.'s steamer *Batavia*, from Vancouver, left Yokohama on the 10th instant for Nagasaki, Shanghai and Hongkong.

STEAMERS EXPECTED.

The 'Ben' line steamer *Benalder*, from London, left Singapore on the 10th instant, and is due here on the 17th.

The P. & O. S. N. Co.'s extra steamer *Gwalior*, left Bombay on the 4th instant, at 1 p.m., and is expected here on the 21st.

Shipping.

ARRIVALS.

INDEPENDENT, German steamer, 871, W. J. Schafer, 11th April,—Swatow 10th April, Ballast.—Wieler & Co.

CHINA, German steamer, 648, J. Moller, 11th April,—Hoihow 10th April, General.—Melchers & Co.

APENRADE, German steamer, 1,475, Hollmann, 11th April,—Saigon 7th April, Rice.—Geo. R. Stevens & Co.

GUY MANNERING, British steamer, 1,826, Ford, 12th April,—Glasgow 5th March, Pipes.—Russell & Co.

ANTOINETTE, British bark, 884, E. T. Bunje, 12th April,—Shanghai 6th April, General.—Carlowitz & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Wyvern, British steamer, for Saigon.
Ems, British bark, for Hamburg.
Guy Mannering, British steamer, for Hakodate.
Falkenburg, German steamer, for Deli.

DEPARTURES.

April 11, *Peking*, German str., for Whampoa.
April 12, *Vorwaerts*, German steamer, for Haiphong.
April 12, *Hector*, British steamer, for Singapore, &c.
April 12, *Falkenburg*, German steamer, for Deli.
April 12, *Fooksang*, British str., for Swatow, &c.
April 12, *Caledonien*, French steamer, for Shanghai, &c.
April 12, *Fushun*, Chinese str., for Shanghai.
April 12, *China*, German steamer, for Saigon.

REPORTS.

The German steamship *China* reports that she left Hoihow on the 10th instant. Had moderate south-east wind; on the morning of the 10th dense fog; anchored at Ladrone Island from 8 a.m. to 2 p.m.

Post Office.

A MAIL WILL CLOSE

For Swatow, Amoy, & Foochow.—Per *Haitan*, to-morrow, the 13th instant, at 11.30 A.M.

For Haiphong.—Per *Marie*, to-morrow, the 13th instant, at 5.00 P.M.

For Europe, &c., &c.—Per *Preussen*, to-morrow, the 13th instant, at 5.00 P.M.

For Swatow and Bangkok.—Per *Phra Chula Chom Klao*, on Sunday, the 14th instant, at 9.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Thibet*, on Monday, the 15th instant, at 11.30 A.M.

For Singapore, Batavia, Samarang, and Sourabaya.—Per *Camorta*, on Monday, the 15th instant, at 2.30 P.M.

For Sandakan, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Afghan*, on Monday, the 15th instant, at 3.30 P.M.

For Yokohama and San Francisco.—Per *City of New York*, on Tuesday, the 16th instant, at 0.30 P.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Saghalien*, on Wednesday, the 17th instant, at 11.00 A.M.

For Straits and Calcutta.—Per *Wingsang*, on Wednesday, the 17th instant, at 2.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Cattarthun*, on Tuesday, the 23rd instant, at 3.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, Revsbeck, 6th April,—Pakhoi 3rd April, and Hoihow 5th, General.—Arnhold, Karberg & Co.

CAMORTA, British steamer, 1,355, A. A. Fyfe, 6th April,—Sourabaya 20th March, General.—Jardine, Matheson & Co.

CARISBROOKE, British steamer, 973, R. Cass, 10th April,—Nagasaki 5th April, Coal.—Morris & Ray.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

FREJR, Danish steamer, 397, Lund, 10th April,—Hoihow 9th April, General.—Arnhold, Karberg & Co.

FUSHIKI MARU, Japanese steamer, 1,119, P. J. C. Franck, 10th April,—Kutchinotzu 5th April, Coals.—Mitsui Bussan Kaishia.

HAITAN, British steamer, 1,183, T. G. Pocock, 10th April,—Foochow 7th April, Amoy 8th and Swatow 9th, General.—D. Lapraik & Co.

JACOB CHRISTENSEN, Norwegian steamer, 1,107, Hagbart Wage, 10th April,—Saigon 6th April, Rice, Paddy, and Cotton.—Gibb, Livingston & Co.

MARIE, German steamer, 704, Hundewadt, 11th April,—Haiphong 7th April, General.—A. R. Marty.

PALAMED, British steamer, 1,536, Chas. Jackson, 10th April,—Liverpool 23rd Feb., Port Said 9th March, and Penang 1st April, and Singapore 4th, General.—Butterfield & Swire.

PHRA CHULA CHOM KLAO, British steamer, 1,012, A. Benson, 9th April,—Bangkok 3rd April, Rice.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

PRESIDENT GARFIELD, British steamer, 1,288, G. Cartmer, 6th April,—Saigon 2nd April, Rice and General.—Wieler & Co.

PROPONTIS, British steamer, 1,387, G. Headley, 7th April,—Saigon 3rd April, Rice.—Geo. R. Stevens & Co.

SOOCHOW, British steamer, 326, Rowin, 6th April,—Pakhoi 2nd April, and Hoihow 5th, General.—Chinese.

THIBET, British steamer, 1,671, C. F. Preston, 9th April,—Bombay 22nd March, General.—P. & O. S. N. Co.

WINGSANG, British steamer, 1,517, St. Croix, 11th April,—Calcutta 26th March, and Singapore 6th April, General.—Jardine, Matheson & Co.

WYVERN, British steamer, 1,108, Brotherton, 6th April,—Saigon 2nd April, General.—Tung Kee.

SAILING VESSELS.

AUGUSTA, German bark, 473, Jessen, 2nd April, April,—Gorontalo, Celet 5th March, Wood.—Ed. Schellhass & Co.

EME, British bark, 778, W. Summers, 23rd Jan.,—London 2nd October, General.—Melchers & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

HATTIE E. TAPLEY, British bark, 907, J. McConnachy, 20th March,—Sandakan 29th January, Timber.—Gibb, Livingston & Co.

LADY HAREWOOD, British bark, 381, Williams, 12th March,—Rajang 7th February, Timber.—Chinese.

OMEGA, British bark, 480, Brown, 8th April,—Singapore 20th February, Wood.—Ed. Schellhass & Co.

WHAMPOA.

AMOY, German steamer, 814, R. Köhler, 10th April,—Shanghai 6th April, General.—Siemssen & Co.

CANTON, British steamer, 1,110, Bremner, 10th April,—Shanghai, and Swatow 9th April, General.—Jardine, Matheson & Co.

NIERSTEIN, German steamer, 731, Barlet, 10th April,—Newchwang, and Chefoo 3rd April, General.—Melchers & Co.

PEKING, German steamer, 954, G. Heuermann, 10th April,—Wuhu, and Woosung 7th April, General.—Siemssen & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h-p., 4 guns, Commander R. Blair Maconochie, Hongkong.
Cockchafer, gunboat, 2nd-class, 460 tons, 470 h-p., 4 guns, Lieut.-Commander E. Maxwell, Canton.
Conquest, corvette, 2,380, Captain C. Oxley, Hongkong.
Constance, cruiser, 3rd-class, 2,380 tons, 2,590, h-p., 14 guns, Captain L. C. Keppel, Shanghai.
Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h-p., 10 guns, Capt. H. H. Boys, Hongkong.
Esk, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h-p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.
Espoir, gunboat, 2nd-class, 465 tons, 470 h-p., 4 guns, Lieutenant-Comdr. R. Y. Smith, Hongkong
Firebrand, gunboat, 2nd-class, 1,455 tons, 460 horse-power, 4 guns, Lieut.-Commander J. Denison, Wuhu.
Hyacinth, gunboat, 1,420, Captain W. A. Dyke-Acland, Hongkong.
Impericuse, twin-screw cruiser, 8,400 tons, 10,000 horse-power, 10 guns, Captain Wm. H. May, Flag of Commander-in-Chief, on cruise.
Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h-p., 10 guns, Captain M. J. Dunlop, Hongkong.
Linnet, gun-vessel, 2nd-class, 710 tons, 1,050 h-p., 5 guns, Commander W. H. Marrack, Hongkong.
Merlin, gunboat, 2nd-class, 430 tons, 430 h-p., 4 guns, Lieut.-Comdr. G. H. Yonge, Hongkong.
Mutine, sloop, 1,130 tons, 1,120 h-p., 10 guns, Commander J. H. Martin, Chefoo.
Myrmidon, surveying-ship, Hon. Foley C. P. Vereker, Hongkong.
Orion, twin-screw battle ship, 2nd-class armoured, 4,870 tons, 4,040 horse-power, 4 guns, Captain H. J. Carr, Singapore.
Orontes, transport, 5,920, Captain Alex. G. McKechnie, Hongkong.
Porpoise, gunboat, 1st-class, 1,750 tons, 3,500 horse-power, Commander R. W. White, Hongkong.
Rambler, surveying-vessel, 830 tons, 600 h-p., 3 guns, Commander W. A. Moore, Shanghai.
Rattler, gunboat, 1st-class, 670 tons, 1,200 h-p., 6 guns, Lieutenant-Commander W. H. M. Dougall, Amoy.
Satellite, cruiser, 3rd-class, 1,420 tons, 1,400, h-p., 8 guns, Captain T. P. W. Nesham, Kobe.
Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h-p., 5 guns, Commander R. Bingham, Hongkong.
Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h-p., 3 guns, Boatswain J. M. Shea, Hongkong, in reserve.
Victor Emanuel, receiving ship, 5,157 tons, 20 guns, Commodore Maxwell, Hongkong.
Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h-p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.
Wanderer, sloop, 925 tons, 750 h-p., 4 guns, Commander G. A. Giffard, Singapore.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Palamed	Liverpool	April 12th	Butterfield & Swire.
City of New York	San Francisco	April 12th	Pacific Mail S. S. Co.
Catterthun	Port Darwin	April 13th	Russell & Co.
Clyde	London	April 16th	P. & O. S. N. Co.
Belgic	San Francisco	April 17th	O. & O. S. S. Co.
Benalder	London	April 17th	Gibb, Livingston & Co
Batavia	Vancouver	April 19th	Adamson, Bell & Co.
Gwalior	Bombay	April 21st	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
London, &c., via Suez Canal	Nizam	P. & O. S. N. Co.	April 24th, at noon.
London, via Suez Canal	Ningchow	Arnhold, Karberg & Co.	About April 25th.
Marseilles, via Saigon, &c.	Saghalien	Messageries Maritimes.	April 17th, at noon.
Bremen, via Ports of Call.	Preussen	Melchers & Co.	April 14th, at 10 a.m.
San Francisco, via Yhama	City of New York	Pacific Mail S. S. Co.	April 16th, at 1 p.m.
San Francisco, via Yhama	Belgic	O. & O. S. S. Co.	April 24th, at 1 p.m.
Vancouver, B.C., via N., &c.	Batavia	Adamson, Bell & Co.	April 25th, at noon.
Sydney and Melbourne	Afghan	Gibb, Livingston & Co.	April 15th, at 4 p.m.
Sydney, Melbourne, &c.	Catterthun	Russell & Co.	April 23rd, at 4 p.m.
Batavia, &c., via Singapore	Camorta	Jardine, Matheson & Co.	April 13th, at noon.
Calcutta, via Straits	Wingsang	Jardine, Matheson & Co.	April 17th, at 3 p.m.
Straits and Bombay	Deccan	P. & O. S. N. Co.	April 18th, at noon.
Yokohama, via N'saki, &c.	Thibet	P. & O. S. N. Co.	April 6th, at noon.
Kobe and Yokohama	Benalder	Gibb, Livingston & Co.	About April 18th.
Tientsin	Sungkiang	Butterfield & Swire.	About April 15th.
Shanghai	Clyde	P. & O. S. N. Co.	Quick despatch.
Haiphong	Marie	A. R. Marty.	April 14th, daylight.
Swatow and Bangkok	P. C. Chom Klao	Yuen Fat Hong	To-morrow, at 10 a.m.
Coast Ports	Haitan	Douglas Lapraik & Co.	To-morrow, at noon.

Intimations.

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS

No. 11. Praya Central.

(Opposite Pedder's Wharf).

SOLE AGENTS

for

RAHTJEN'S

GENUINE

COMPOSITION

FOR

THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE,
LA GRANDE MARQUE.

FLENSBURG STOCKBEER,

ENGINEERS AND BLACKSMITHS' TOOLS AND EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1885. [82

Dr. Knorr's

ANTIPYRINE.

(Protected by Royal Letters Patent.)

AN APPROVED REMEDY IN ALL CASES OF HEADACHE, MIGRAINE, SEA-SICKNESS, RHEUMATIC ATTACKS, NEURALGIA, HOOPING-COUGH, &c.

Dose—5 to 10 grains for Adults.

Sold by all Chemists in tins. Every tin bears the name of the inventor, Dr. KNORR.

The Public are requested to ask expressly for Dr. KNORR'S ANTIPYRINE.

SOLE MANUFACTURERS—FARBWERKE VORM. MEISTER, LUCIUS & BRUNING, HOECHST-ON-MAIN, GERMANY.

Sole Agents in Hongkong and China—JUSTUS LEMBKE & Co.

Hongkong 14th March, 1889. [330

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES,

the Handiest, Cheapest, and Best Time-keepers invented.

$8 PRICE THREE DOLLARS EACH $8

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

Orders from Outports to be accompanied with Remittance for Cost.

THE MITSUI BUSSAN KAISHIA,
(Sole Agents in Japan and China for the Sale of the above Watches,)
10, QUEEN'S ROAD CENTRAL,
Opposite Marine House.

Hongkong, 29th August, 1888. [813

A. G. GORDON & CO.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
CORNER OF PEDDER STREET AND PRAYA.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 3rd September, 1888. [42

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL-INSTRUMENTS,
CHARTS and BOOKS.
No. 48, Queen's Road Central. 604

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 1st October, 1888 [17

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES.
MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [607

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1887. [641

NOTICE.

PRIVATE BOARD and RESIDENCE at Mrs. BOHM'S, Queen's Road East, No. 135. Good accommodation for Families and single parties. Moderate charges.

P. BOHM.

GENERAL Employment and Intelligence Office, Queen's Road East, No. 135. Information given of Situations offered and of suitable applicants for Situations.

WANTED by a Young Englishman, employment in an office in Hongkong or outport.

Hongkong, 18th March, 1889. [352

NOTICE.

I HEREBY warn BUYERS of PRESERVES, SOY, &c., that of late several fraudulent imitations of my Brand CHY-LOONG has been offered for Sale and that no Goods will be genuine CHY-LOONG PRESERVES, unless the following Label is found on the boxes:—

CHY-LOONG,
DEALER IN SWEETMEATS;
Soy and All Kinds of Canton Preserves,
No. 34, Old China Street.

An attempt has been made by a person in HONGKONG to palm off upon persons purchasing sweetmeats for Export an inferior article upon which he places my name in order to deceive those who may purchase, thereby injuring my former reputation. This is to inform my old customers that there has been no change made in my manufacture from the former ones and that my sweetmeats can be obtained at no other place than where it has been made for the past 50 years at No. 34, OLD CHINA STREET. Parties residing abroad should be particular when giving orders, to purchase of no others who bear my name as they are of inferior quality.

Canton, 5th December, 1851.

And on Casks my seal, CHY-LOONG, CANTON, with a ROOSTER will be found on the Corks.

I also beg to notify that I have no Agency in Hongkong, nor is anybody entrusted with the sale of my Goods there.

CHY-LOONG,
Hongkong, Canton. 346

Intimations.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

NOTICE TO CREDITORS.

PAYMENT OF 6TH DIVIDEND.

A 6TH DIVIDEND of 6¼ % on all claims against the Hongkong Branch of the ORIENTAL BANK CORPORATION, which have been approved by the Court of Chancery will be paid at the Offices of the NEW ORIENTAL BANK CORPORATION, LIMITED, on and after MONDAY, the 18th March next.

Creditors are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator admitting their claims in order that the payment of the 6th Dividend may be endorsed thereon.

PAYMENT OF FINAL DIVIDEND IN ADVANCE UNDER DISCOUNT.

THE Official Liquidator, by arrangement with the Assets Realisation Co., is prepared to pay in advance to Creditors willing to receive such payment, IN FULL DISCHARGE OF THEIR CLAIMS the Dividend of 5 % payable in the year 1890, UNDER A DISCOUNT OF FIVE TWELFTHS PER CENT.

Creditors who are willing to accept payment of the Final Dividend, less discount as above are requested to communicate with the Undersigned BEFORE THE END OF THE CURRENT MONTH.

E. W. RUTTER,
Agent for the Official Liquidator, Oriental Bank Corporation, in Liq.
2, Queen's Road,
Hongkong, 6th February, 1889. [176

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, will be held at the Registered Office of the Company No. 9, Queen's Road Central, Hongkong, on FRIDAY, the 19th day of April instant, at 4.30 O'CLOCK IN THE AFTERNOON, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 4th April instant, will be submitted for Confirmation as a Special Resolution.

RESOLUTION.

That the Capital of the Company be increased to the sum of $600,000 legally current in the Colony of Hongkong by the creation of 20,000 New Shares of $10 each. Subject to any direction to the contrary that may be given by the Meeting sanctioning the increase of Capital, all New Shares shall be offered to the Members registered on the day of the confirmation of the resolution in proportion to existing Shares held by them, and such offer shall be made by notice specifying the number of Shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined, and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the Shares offered, such Shares shall be dealt with by the Directors in their discretion.

Dated the 4th day of April, 1889.

By Order of the Board,
A. O'D. GOURDIN.
Secretary.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that if the above mentioned Resolution for the increase of the Capital of the Company be confirmed, the Share Register of the Company will be CLOSED from the 19th day of April to the 11th day of May next, both inclusive.

Dated the 4th day of April, 1889.

A. O'D. GOURDIN,
419] Secretary.

KOWLOON HOTEL.

J. C. L. ROUCH.....MANAGER.

WINE and SPIRITS of the best quality. ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.

Hongkong, 21st January, 1889. [114

NOW READY.

THE PRAYA RECLAMATION SCHEME.

A FULL ACCOUNT of the proceedings in connection with this gigantic undertaking, reprinted from the *Hongkong Telegraph*. With plan of the city of Victoria, showing the intended Reclamation.

PRICE ONE DOLLAR.

To be obtained at Messrs. KELLY & WALSH, LD.; Messrs. LANE, CRAWFORD & Co.'s; and Mr. W. BREWER'S.

Hongkong, 12th July, 1888.

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JULES KEISER in our Firm ceased on the 28th February last.

CHS. J. GAUPP & Co.

Hongkong, 4th April, 1889. [417

NOTICE.

WE have this day opened a Branch of our establishment at Hongkong in the HONG of SWEE CHEANG ENG, No. 84, Bonham Strand West, under the Management of Mr. ONG YEW TIN, who will sign for the Firm.

MALCAMPO & Co.

Amoy, 16th March, 1889. [365

NOTICE.

WE have this day admitted Mr. REUBEN GUBBAY a PARTNER in our Firm.

BENJAMIN & DANBY.

Hongkong, 1st April, 1889. [404

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date, and during the absence of Mr. JAS. B. COUGHTRIE from the Colony, Mr. GEORGE LOMER TOMLIN has been appointed ACTING SECRETARY to the Company.

P. RYRIE,
Chairman.

Hongkong, 16th March, 1889. [341

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